(d) Yes, Sir.

(e) MVIRDC is yet to finalise the total cost of the construction, This is, however, expected to be around Rs. 41 crores. The amount actually paid so far to MVIRDC by IDBI is Rs. 34.85 crores. The increase in the cost of construction has been due to the increase in built up area, changes in specifications, and escalation in prices over the years.

[*Translation*] Uttar Pradesh

537

**Loans to farmers in Hathras Constituency**

5977. DR. LAL BAHADUR RAWAL: Will the Minister of FINANCE be pleased to state:

(a) the total amont of loans given by the Scheduled banks operating in the Hathras constituency to the farmers during the last three years, bank-wise; and

(b) the total amount of loans recovered from the farmers by these banks during the above period, bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) and (b). The Reserve Bank of India (RBI) has reported its existing data reportig system doesnot generate information in the manner asked for. However, data regarding advance made by banks for agricltre and allied activities in the ndemoted districts of Uttar Pradesh during the last three years as also as on December, 1990 (latest available) are given below:-

**STATEMENT**

*(Rs. in crores)*

| *District* | *Year* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | *1987* | | *1988* | | *1989* | | *1990-91* | |
| | *T* | *A* | *T* | *A* | *T* | *A* | *T* | *A* |
| *1* | *2* | *3* | *4* | *5* | *6* | *7* | *8* | *9* |
| Agra | 23.92 | 24.56 | 28.69 | 22.95 | 34.22 | 16.73 | 27.55 | 16.3 |
| Aligarh | 32.25 | 22.16 | 33.53 | 26.53 | 42.22 | 26.83 | 52.78 | 20.5 |
| Etah | 15.25 | 11.06 | 16.65 | 15.63 | 22.96 | 18.17 | 28.74 | 11.0 |
| Mathura | 19.00 | 21.70 | 20.19 | 25.60 | 28.93 | 34.35 | 33.60 | 13.7 |

T= Target
A= Achievement

The data regarding recovery of direct agricultural advances of all scheduled commercial banks is not available district-wise. However, the same in respect of State of Uttar Pradesh for the years 1987, 1988 and 1989 is as under:-

| *Year* | *Percentage of recovered to demand* |
|---|---|
| June1987 | 58.1 |
| June 1988 | 57.5 |
| June 1989 | 57.9 |

241 Automobile

**Import of cars**

5978. SHRI DAU DAYAL JOSHI: Will the Minister of COMMERCE be pleased to state:

(a) the number of cars imported by the Union Government during the lst three years alongwith the names of the Countries from which these cars were imported;

(b) the Ministries/Departments for whom these cars were imported during the above period and the reasons therefor;

(c) whether the Government propose to ban the import of cars in view of the present foreign exchange crisis;and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a). No car has been imported by the Union Government during the last three years.

(b) Does not arise.

(c) No, Sir. There is no proposal, at present, to ban the import of cars. On the contrary the import of cars by specified categories of importers has been placed under Open General Licence and the condition of obtaining a Customs Clearance Permit before importation has been dispensed with. The terms and conditions for import of cars by such specified categories are detailed in the Public Notice No. 197-ITC(PN)/ 90-93 dated 16.8.1991 and Import Trade Control Order No. 68/90-93 dated 16.8.1991, copies of which are available in the Parliament library.

(d) Does not arise.

242 Defence

**Handing over of work assigned to 505 Army base workshop to private sector**

5979. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the work which was earlier assigned to 505 Army Base Workshop, Delhi Cantt. is being handed over to private sector;

(b) if so, the details thereof; and

(c) the reasons therefor?

THE MINISTER OF DEFENCE (SHRISHARAD PAWAR): (a) to (c). For securing economy and improved cost-effective-ness a pilot project for the overhaul of 10 engines each of the Tata 4x4 Ton vehicle, Tata 4x2, Ashok Leyland 4x4, and Mahindra Jeep and some Coach body fabrication work has been entrusted to the Original Equipment Manufacturers and private trade. This is in line with the recommendations of various Export Committees which have been examining ways and means of bringing about economies in Defence expenditure.